

RECORDED BY R. C. BROWN, R-39, R-30, R-31, R-32, R-33
IN THE OFFICE OF THE SECRETARY OF STATE, U.S. GOVERNMENT,
AT WASHINGTON, D. C., ON APRIL 27, 1945, AND INDEXED
BY THE LIBRARY OF CONGRESS.
RECORDED IN ACCORDANCE WITH THE REQUIREMENTS
OF THE RECORDING ACT OF 1902.

1. The point of intersection of Route Highway T3, which point is the Northwest corner of the town of Laramie, and the coordinates (South Central Zone) are 1° 45' 00" N. Lat. and 105° 45' 00" W. Long. There is a concrete monument marking the point of intersection.

9548399

10. The following is a list of the names of the members of the Board of Directors of the Company.

10. The following table shows the number of hours worked by each of the workers in the factory.

19. The following is a list of the names of the members of the Board of Education.

WILLIAM H. BROWN, JR., 32 SECOND STREET, NEW YORK CITY, was arrested at 10:30 P.M. on April 17, 1938, being in the South Bronx New York.

Curve No. 100-10000 curve to the right a distance of 307.40 feet to
the point where the road will be 110' in the South Right-of-Way line.
The radius of the curve is as follows: Points A, B, C, D, E, F, G, H,
I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y = 155.40 feet;

201 minutes 30 seconds from point 200. South point of
the 200-201 line is 201.00 feet east of point 200. North
point of the 200-201 line is 19 minutes 45 seconds west, 21.0 feet from the

On the 1st of October, 1900, he was admitted to the Hospital of the University of Pennsylvania, with a diagnosis of "acute appendicitis." He died on the 10th of October, 1900, at the age of 24 years.

and the corresponding curve to the left a distance of 100 feet. The following table gives the observed data for which is as follows: $R = 100$ feet and $T = 207.12$ feet.

Mr. Chairman: I would like to add my hearty endorsement of the proposed legislation.

At intersection of Main St. and Elm Street, at 24.0 feet pass a corner of a building on the left, 110' by 120' on Elm Street and continuing for a total distance of 100' on Elm Street, then turn R.C. of A curve to the right;

After the first 100 feet the curve shows to the right a distance of 30.42 feet to the center of the curve, the curve data for which is as follows: Delta = 35°, R = 41.40 feet and T = 12.72 feet.

At 10:45 a.m. the train started C₂ seconds East, with the Quakeright right-of-way, at 100 miles per hour, 330.45 feet to the P.C. - of a curve to the left.

center line of said curve to the left, a distance of 200.00 feet to
the center line of said curve, the P.T. of the curve, the curve data being such
as to require a speed of 40 degrees 29 minutes 36 seconds, R = 114.69 feet and

After 35 minutes by seconds East 3379.94 feet with the aid of the compass and the 1-1/2 inch G. I. Pipe, the boat was hauled up to the beach.

Westerly winds 10-15 mph. Wind gusts up seconds West. 114.91 feet to a 1-1/2

Adjusted to minutes 45 seconds East 2666.66 feet to a L-12
station for corner.

10 minutes 40 seconds 13 seconds West 212.6 feet to a point

10 minutes 40 seconds 13 seconds West, 212.6 feet to a point

10 minutes 40 seconds 13 seconds West, 212.6 feet to a point

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10 minutes 40 seconds 13 seconds West, 212.6 feet to a point

10 minutes 40 seconds 13 seconds West, 212.6 feet to a point

10 minutes 40 seconds 13 seconds West, 212.6 feet to a point

10 minutes 51 seconds West, 107.39 feet to a
point on the water's edge;

10 minutes 52 seconds West, 673.78 feet to a
point on the water's edge;

10 minutes 53 seconds West, 429.09 feet to a
point on the water's edge;

10 minutes 54 seconds West, 325.41 feet to a
point on the water's edge at the mouth of the Houston Ship Channel or a
point which bears South 30 degrees 30 minutes 15 seconds West;

10 minutes 55 seconds West, 605.17 feet to a point
on the water's edge which bears South 30 degrees 30 minutes 15 seconds West, 6 = 2000.00 feet and 2 = 312.00 feet;

10 minutes 56 seconds West, 35.00 feet to a point
on the water's edge which bears South 30 degrees 30 minutes 15 seconds West;

10 minutes 57 seconds West, 100.77 feet to a point
on the water's edge which bears South 30 degrees 30 minutes 15 seconds West, 3 = 1000.00 feet and 2 = 312.00 feet;

10 minutes 58 seconds West, 10.00 feet to a 1-1/2
inch G.I. pipe for return;

10 minutes 59 seconds West, 1273.68 feet to a 1-1/2
inch G.I. pipe for return;

10 minutes 00 seconds West, 25.00 feet to a 1-1/2
inch G.I. pipe for return;

10 minutes 01 seconds West, 351.10 feet to a
point on the water's edge;

10 minutes 02 seconds West, 143.57 feet to a
point on the water's edge which bears South 30 degrees
30 minutes 15 seconds East, 50.0 feet from a 1-1/2 inch G.I. pipe for
return;

10 minutes 03 seconds West, 142.18 feet to a
point on the water's edge;

10 minutes 04 seconds West, 235.92 feet to a
point on the water's edge;

10 minutes 05 seconds West, 330.97 feet to a
point on the water's edge;

10 minutes 06 seconds West, 208.80 feet to a
point on the water's edge;

10 minutes 07 seconds West, 176.99 feet to a
point on the water's edge;

10 minutes 08 seconds West, 167.62 feet to a
point on the water's edge;

11 minutes 15 seconds West, 397.46 feet to a point for corner at the water's edge of the Houston Ship Channel to a point for corner of the

arc north 21 degrees 45 minutes 13 seconds West, 324.14 feet to a point for corner at the water's edge of the Houston Ship Channel;

arc North 70 degrees 45 minutes 37 seconds West, 300.01 feet to a point for corner at the water's edge;

arc North 61 degrees 45 minutes 31 seconds West, 300.69 feet to a point for corner at the water's edge;

arc North 50 degrees 06 minutes 45 seconds West, 300.36 feet to a point for corner at the water's edge of the Houston Ship Channel;

arc North 53 degrees 06 minutes 39 seconds West, 502.65 feet to a point for corner at the water's edge;

arc South 53 degrees 51 minutes 39 seconds West, 167.36 feet to a point at the water's edge of the Houston Ship Channel;

arc North 50 degrees 10 minutes 18 seconds West 146.86 feet to a point for corner at the water's edge;

arc South 54 degrees 26 minutes 22 seconds West 50.25 feet to a point for corner at the water's edge;

arc South 57 degrees 06 minutes 39 seconds West 206.28 feet to a point for corner at the water's edge;

arc North 50 degrees 32 minutes 00 seconds West 55.36 feet to a point for corner at the water's edge;

arc North 54 degrees 13 minutes 40 seconds West 137.37 feet to a point for corner at the water's edge;

arc South 43 degrees 07 minutes 13 seconds West 309.31 feet to a point for corner at the water's edge which point bears South 3 degrees 50 minutes 28 seconds West, 50 feet from a 1-1/2 inch G.I. pipe for reference;

arc South 58 degrees 06 minutes 32 seconds West 470.37 feet to a point for corner at the water's edge; -

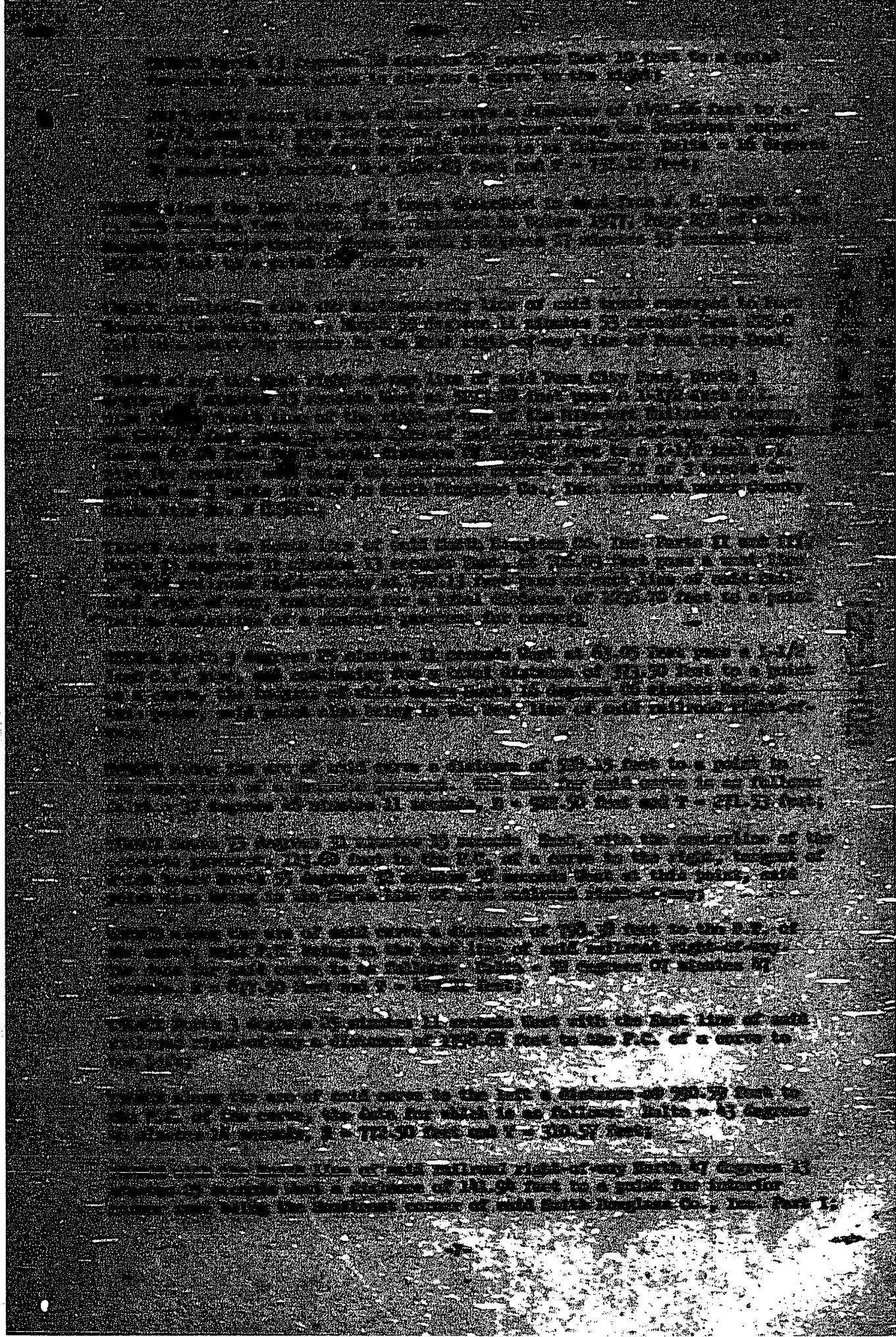
arc South 53 degrees 22 minutes 00 seconds West 240.06 feet to a point for corner at the water's edge which point bears South 2 degrees 58 minutes 36 seconds West, 50 feet from a 1-1/2 inch G.I. pipe for reference;

arc North 55 degrees 01 minute and 32 seconds West 393.33 feet to the E.O. of a curve to the right;

arc along the arc of said curve a distance of 97.40 feet to a point for corner. The data for said curve is as follows: Delta = 1 degree 09 minutes, 56 seconds, R = 5239.83 feet and T = 43.70 feet;

arc North 5 degrees 02 minutes 22 seconds East 49.0 feet to a point for corner, which point is also on a curve to the right;

arc along the arc of said curve a distance of 749.50 feet to a point for corner. The data for said curve is as follows: Delta = 5 degrees 16 minutes, 00 seconds, R = 5194.83 feet and T = 375.41 feet;



...the mouth-line of a 72.5' railroad pier or
dock pier, the pier being to the right.

Intercepted by a line running N. with the West line of a 45° railroad right-of-way
extending in a curve or a curve to the right;

The two roads of 1912 cover a distance of 815.87 feet to a tangent at the junction with the new roads as follows: Section - 79' 22" 00' 00"

31° 13' N., 706.01 feet to a 1-1/2" S. I. pipe, said G.I. pipe
at the right-of-way line of Penn City Road and marking the SW corner
of Section 14, T. 10 N., R. 11 E., said G.I. pipe also marking the NW corner of Pennell No. 40.

17. N. with the East right-of-way line of Peoria City Road.

at a point on a curve to the left, the tangent of which bears N 75° 31' 13" E., a distance of 14.7' S. from the "1/2" C.I. pipe marking the SW corner of Parcel No. P. 444, situated on the South line of a 45' railroad right-of-way and whose bearings are N = 33° 26' 46" E. and Y = 71° 34' 57" E.

from the arc of said curve a distance of 5600 feet to a point on the curve, the tangent of which bears S 7° 27' 34" E at this point. The curve is as follows: Deflection = 52° 46' 02", R = 620, yd and

The two roads are off-set and curve a distance of 139.12' to a point, said to be the center of the West line of a 45' railroad right-of-way;

at 310.45' pass a 1-1/2" G.I. pipe and continuing for a distance of 20' to a point, said point being the SE corner of Parcel No. 39, the SW corner of Parcel No. 3, the NW corner of Parcel No. 39, and the NE corner of Parcel No. 40.

beginning at the point of 10° N., 444.57' to the point of beginning; and containing
89.601 acres total, more or less.

Block 1-44, Part 1-44, and B-36, containing a total of 142.617 acres, being a portion of the Harris and Carpenter Survey, Abstract 29, in Section 14, Township 10, Range 10, being out of a tract bounded on the North by Old Stage Road and by Old River; on the East side by Buffalo Bayou, and by the Old Channel; on the Southwest and West Sides by State Highway No. 10, and Parcel B-44, being more particularly described by the following coordinates on the State Plane Coordinate System, Texas, South Central:

the point which is the Northwest corner of Parcel B-23 and lying in the
center of the road between 100' of Bellville Road and whose Town Plane Coordinates
are N 35° 10' 40" E 95° 20' 20" S = 723,722.24 said point being a Northwesterly corner
of the property described in Contract for Purchase between the City
of Bellville, Texas and Weston Channel Industrial Development, Inc., recorded
in the County Court House at 175 et seq of the Deed Records of Bellville County, Texas;

1000 feet above sea level, 10 minutes by electric West, 2000 ft due to a 1-10

10. The author of the following statement is the same as the author of the statement in question 9.

(*not a registered surveyor or engineer*), out of the N. & S. Woods Survey, 1870, and the N. & S. Woods Survey, December 23, 1870, made

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... a division of N.Y. & N.H. R.R. is owned by the last

Distance from the base of the main channel to the point of diversion of 1000-1500 m. The diversion is located at the mouth of the river, the elevation of which is 100-150 m. below the level of the main channel.

... follow the east line of Parcel No. 2, a distance of
one-half mile, then curve to the left;

After the turn the boat moves to the left a distance of 550' to the
center of the channel, after which it is as follows: Delta = 43° 45'

Then we have a distance of 450.37' to a point;

... at a distance of 11.00' to a point;

...and the amount of \$17.00 to a point;

100% of the amount of the premium of \$1.00' to a matured

... a distance of 930.37' to a point in the East right.

crosses the right-of-way line of Penn City Road at point 10. The road which point bears S 3° 22' 15" E., a distance of 100 feet from the right-of-way line, meeting the NW corner of Section No. 1.

1907. At a distance of 1417.74' from P.C. of a curve to the

RECORDED IN THE MANNER OF A POLICE OFFICER AND IS NOT TO BE USED AS EVIDENCE IN A COURT OF LAW.

ON THE DATE AND AT THE PLACE STATED ABOVE, I SAW A WHITE FORD FIVE-DOOR SEDAN DRIVING ON THE HIGHWAY IN THE DIRECTION OF THE CITY OF VANCOUVER. THE VEHICLE WAS DRIVING ON THE RIGHT SIDE OF THE ROAD.

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— 1 —

10. The following is a list of the names of the members of the Board of Education of the City of New York, and the date of their election:

WILLIAMSON COUNTY, TEXAS, THE BUREAU OF INVESTIGATION, AND THE TEXAS STATE POLICE, ARE REQUESTED TO INVESTIGATE THIS MATTER.

10. The following is a list of the names of the members of the Board of Directors.

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FOR THE USE OF THE PEOPLE OF THE STATE OF NEW YORK

RECORDED AND INDEXED IN THE BUREAU OF INVESTIGATION
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
AT THE REQUEST OF THE ATTORNEY GENERAL
INVESTIGATOR: [REDACTED] DATE: [REDACTED]

...the first time of a 12-9 month old male

1000' above sea level, 300,000 feet high point;

~~RECORDED AND INDEXED BY 17:00 ON THIS DATE~~

... 11.07 feet to a point:

100

10. The following table shows the number of hours worked by 1000 workers in a factory.

10. The following table gives the number of hours worked by each of the 100 workers.

10. The following is a list of the names of the members of the Board of Directors of the Company.

10. The following table gives the number of hours worked by each of the 100 workers.

19. *W. E. B. DuBois, The Negro in America*, New York, 1919.

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100% GUARANTEED FRESH & FROZEN FISH & SEAFOODS

the right. A distance of 1000 feet from the center of the bridge to an elevation of 1000 feet.

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...and the last and final sentence of the original statement of the case to the
Court of Appeals, the entire case for which is as follows:

at a distance of 571.33° to the R.C. at a bearing of

... moving the two M-16s left, a distance of 57.62' to the

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From the point of with curves to the left a distance of 60.7 m.

THE BOSTON HERALD AND COURIER, BOSTON, MASS., SATURDAY, NOVEMBER 11, 1854.

THE CLOTHES LINE IS CONNECTED TO THE LIGHTS

the distance of 5.50' to a point five minutes

Afternoon of 12 July 1968 - 2000 ft. at 23.401 to 2000 ft. above sea level.

THE UNIVERSITY OF TORONTO LIBRARIES OF SOUTHERN ONTARIO

RECORDED AND INDEXED IN THE LIBRARY OF CONGRESS, C. 2100, 1931.

At a distance of 100' from a point of contact,

There is no limit to the distance of 61.00 to a point for conversion.

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REVIEW OF THE LITERATURE ON THE USE OF POLYMER FOR SOLVENTS

THE BOSTONIAN OF 1877 GIVES THE HISTORY OF THE BOSTON MASSACRE.

THESE ARE THE COORDINATES OF THE POINTS S 0° 55' 20" E 00 00' 00" ON THE MOUNTAIN.

Digitized by srujanika@gmail.com

RECORDED AND INDEXED IN THE BUREAU OF INVESTIGATION, U. S. DEPARTMENT OF JUSTICE.

... to the left a distance of 600-650' to the

THE STATE OF THE COUNTRY IS AS FOLLOWS:

10. The following is a list of the names of the members of the Board of Education.

Established the station at 22' 50' from the corner line between Parcels No. 1 and No. 2, and 10' from the corner line between Parcels No. 1 and No. 3, giving a total distance of 45.00' to a point for corner.

At 114.75' S.L.M. the 200.00' pass the east Southerly corner of Pardal.
The road continues for a total distance of 1661.63' to the P.C. of a curve

From the center of the curve to the right a distance of 1000 ft. there is a straightaway for which is as follows: Distance 600-00

Intersection of the above with the Southeast Line of Parcel No. 21, a distance

the curve to the right a distance of 1000 ft. to a point from which is as follows: Ditch = 100 ft.

RECORD OF SURVEY FOR THE ESTATE OF JAMES H. COOPER, JR., DECEASED

BY WALTER L. COOPER, SURVEYOR, FOR THE ESTATE OF JAMES H. COOPER, JR.

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RECORD OF SURVEY FOR THE ESTATE OF JAMES H. COOPER, JR., DECEASED

continuing N. 45° E., a distance of 4.50' to a point for corner;

continuing S. 45° W., a distance of 25.00' to a point for corner;

continuing S. 45° W., a distance of 4.50' to a point for corner;

continuing S. 45° W., continuing with the South line of this 75' railroad

right-of-way, at 50.00' from the corner line between Parcels No. 37 and 39,

bearing S. 45° W., a distance of 100.00' to a point for corner;

continuing S. 45° W., a distance of 100.00' to a point for corner;

continuing S. 45° W., a distance of 196.90' to a 1-1/2" G.I. pipe for

continuing S. 45° W., a distance of 212.40' to a 1-1/2" G.I. pipe for

continuing S. 45° W., a distance of 191.35' to a 1-1/2" G.I. pipe for

continuing S. 45° W., continuing with the South line of this 75' railroad

right-of-way, at 50.00' from the corner line between Parcels No. 37 and 39,

bearing S. 45° W., a total distance of 190.65' to a 1-1/2" G.I. pipe for

continuing S. 45° W., a distance of 677.25' to a 1-1/2" G.I. pipe for

continuing S. 45° W., a distance of 344.50' to a point for corner;

continuing S. 45° W., along the East line of a 45' railroad right-of-way and

the South line of Parcel No. 39, a distance of 1532.75' to a point for corner;

continuing S. 45° W., bearing S. 45° E. from the SW corner of Parcel No. 39 and lying in the North line

of Parcel No. 40, a distance of 1532.75' to a point for corner;

continuing S. 45° W., C.R. N. with the North line of Parcel No. 38, at 25.50' pass

the SW corner of Parcel No. 38 and continuing for a total distance of 43.15' to a point

for corner; said point being the SW corner of Parcel No. 40;

continuing S. 45° W., N.E. along the East line of Parcel No. 40, a distance of

1532.75' to a point P.C. of a curve to the left;

continuing S. 45° W., E. of said curve to the left, a distance of 542.35' to the

SW corner of Parcel No. 40, the curve data for which is as follows: Delta = 30° 20'

R = 100.00' and T = 300.00';

continuing S. 45° W., a distance of 557.95' to a 1-1/2" G.I. pipe for

continuing S. 45° W., a distance of 183.20' to a 1-1/2" G.I. pipe for

continuing S. 45° W., a distance of 155.85' to a point in the East-right-

of-way line of Penn City Road for corner;

continuing S. 45° W. with the East right-of-way line of Penn City Road, a

distance of 150.00' to the point of beginning; save and except a triangular

area of land described as follows:

beginning at a point on a curve to the left, the extent of which cannot be

ascertained by reason of the water; said point bears S. 75° E. 100' measured

from the SW corner of Parcel No. 40; bearing a 1-1/2" G.I. pipe in the East-right-of-way line

of Penn City Road, a distance of 100.00' from the SW corner of Parcel No. 40; the True Distance

between the SW corner of Parcel No. 40 and P.C. of curve is 100.00' and T = 100.00';

the first section of the second curve to the last, a distance of 530 ft. The total length of the curve being 1000 ft which is the maximum value of the radius of curvature.

at 700' A.M. at 700' A.M. along the common line between the two
townships, running for a total distance of 350' A.M. to the south of
the center line, a total of 75' A.M. across, more or less, the entire

is located in a portion of the United States Military Reservation known as the Fort Meade Operations Depot, situated in the County of Baltimore, State of Maryland, about one-half mile from the intersection of the Belair and Carpenter Survey, and about one-half mile from the intersection of the Belair and Patterson Park Survey, coordinates and bearing, N. 34° 45' 00" E., 1000 feet above sea level, South Central Zone, as determined by the Survey in 1931.

South 66° 45' 10" East 50 feet from the centerline of the river channel at U.S. Army Corps of Engineers station 1000 (station 1000 east), said point being approximately 100 feet from the 1000 foot point of station 1000, which point is the beginning point of a curve to the right of the river channel.

100' curve to the left of the centerline of
the said Houston Ship, and a further 100' curve in a northwesterly direction along
the centerline of said channel to a point 400' feet radially in a
northerly direction from the centerline of the said Houston Ship.

10. From said 1^o corner take curve to the left in a northwesterly direction along the right of way boundary of said channel 17' 0" wide, and continue in a northerly direction from the

... continuation is parallel to the said 1° CO' continuing curve to the left
and in a northwesterly direction along the right of way boundary of
the road to a point in the north bank of Burnt Bayou at water's edge
about 100 feet from the road running in a northerly direction. Then the
line turns to the right running in a northerly direction. The line
continues in a northerly direction. At station 715-12-29.

At the time of high tide of said Buffalo Bayou with its current flowing generally and upstream direction from point 365 to point 366, the centerline of the channel bears approximately due west from the centerline of the

Station 61/03 is located with the centerline of said Houston Ship Channel, along the outer boundary of said channel in a northwesterly direction 351.10 feet from the right 300 foot boundary perpendicular in a northwesterly direction from the centerline of said Houston Ship Channel at station 61/03;

**THEIR POSITION PERTINENT TO THE CENTERLINE OF THE EAST Houston Ship Channel
AND THE POSITION OF THE BOUNDARY OF said channel in a northwesterly direction
from the centerline of the said Houston Bay**

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U.S. DEPARTMENT OF JUSTICE
MAY 1960

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... at station 63400, the centerline tangent of the said Houston River channel being measured in a northerly direction from point 63400, foot perpendicular in a northerly direction.

1. A line running parallel to the centerline of the said Houston Ship Channel, in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00, extending 17.40 feet to the right-of-way boundary of said channel.

2. A line running parallel to the centerline of the said Houston Ship Channel, in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00, extending 17.40 feet to the right-of-way boundary of said channel.

3. A line running parallel to the centerline of the said Houston Ship Channel, in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00, extending 17.40 feet to the right-of-way boundary of said channel.

4. A line running parallel to the centerline of the said Houston Ship Channel, in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00, extending 17.40 feet to the right-of-way boundary of said channel.

5. A line running parallel to the centerline of the said Houston Ship Channel, in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00, extending 17.40 feet to the right-of-way boundary of said channel.

6. A line running parallel to the said 1' 00' centerline curve to the right, in a northwesterly direction along the right-of-way boundary of said channel 25 feet to a point 300 feet radially in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00;

7. A line continuing parallel to the said 1' 00' centerline curve to the right, in a northwesterly direction along the right-of-way boundary of said channel 25 feet to a point 300 feet radially in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00;

8. A line continuing parallel to the right edge of Buffalo Bayou with its original right-of-way boundary and downstream direction to a point 300 feet radially in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00;

9. A line continuing parallel with the centerline of said Houston Ship Channel along the right-of-way boundary of said channel in a northwesterly direction 1,000.00 feet to a point 300 feet radially in a northwesterly direction from the centerline of the said Houston Ship Channel at station 514/00;

10. A line continuing parallel to the centerline of the said Houston Ship Channel along the right-of-way boundary of said channel, in a northwesterly direction 1,000.00 feet to the centerline of the said Houston Ship Channel.

11. A line continuing parallel with said 100' land reconnection to a northwesterly direction along the right-of-way boundary of said Houston Ship Channel, along the right-of-way boundary of said channel, in a northwesterly direction 250.00 feet to the centerline of the said Houston Ship Channel, terminating 17.40 acres of land, more or less, out of the county of Harris, Texas, and into the county of Galveston County, Texas.

TOGETHER with the right of access and ingress and egress to and from eight DRILL SITES located on Parcel numbers B-15, B-16, B-29, B-43, B-44, B-47, B-48, B-57 and B-58 as shown on the attached map entitled, RESUBDIVISION of San Jacinto Ordnance Depot Property, Harris County, Texas, dated March 1964, Revised September 30, 1964, which map is incorporated and made a part hereof as if fully set forth herein.

GRANTEE covenants and agrees for himself, his heirs and assigns that in the development and production of the minerals hereby conveyed, including drilling therefor, he, his heirs and assigns, lessees or otherwise, shall utilize only the eight above described DRILL SITES. Grantee further covenants and agrees for himself, his heirs and assigns that all agreements pertaining to the right of access and ingress and egress to and from the above described DRILL SITES, which are to be placed in instruments to be recorded in the County Deed Records, shall be subject to approval of the UNITED STATES OF AMERICA prior to execution, until such time as the UNITED STATES OF AMERICA shall have disposed of all the right, title and interest in the above described former San Jacinto Ordnance Depot.

Said property transferred hereby was duly declared to be surplus and was assigned to the Administrator of General Services for disposal pursuant to said Federal Property and Administrative Services Act of 1949, as amended, and applicable rules, orders and regulations.

TO HAVE AND TO HOLD the above described mineral property, together with all and singular the rights, privileges and appurtenances thereto in anywise belonging unto the said Grantee, his heirs and assigns, forever.

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed this 13th day of October, 1970.

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

By


J.W. BOLTON
Regional Administrator, Region 7
General Services Administration
Fort Worth, Texas

WITNESSES:

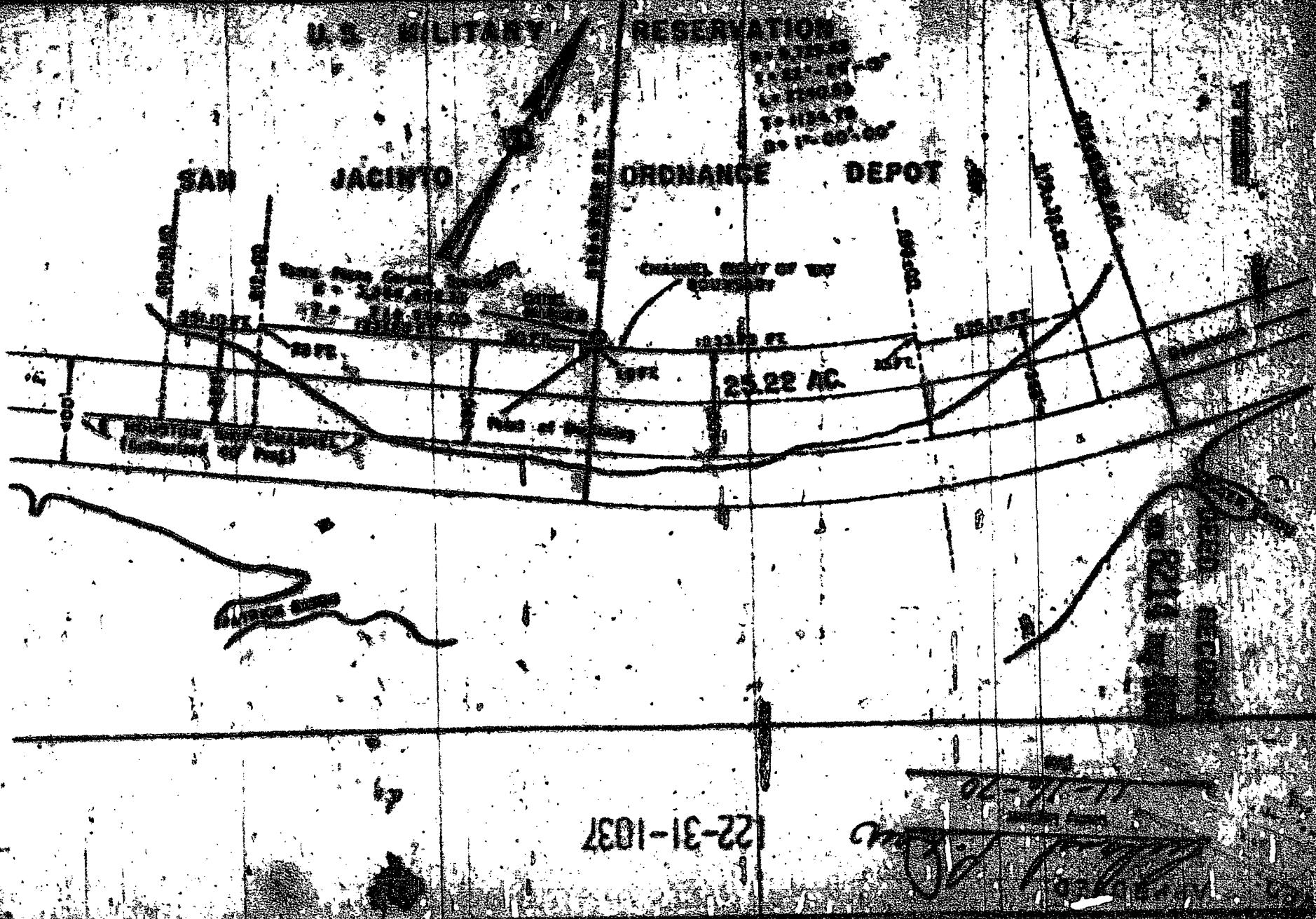
Maria L. Appleyard
Robert H. Appleyard

RECORDED IN THE OFFICE OF THE CLERK OF THE COURT OF COMMON PLEAS
ON THE 1ST DAY OF MARCH, 1948, BY THE CLERK OF THE COURT OF COMMON PLEAS
FOR THE COUNTY OF ST. LOUIS, MISSOURI, FOR THE USE OF THE
COURT OF COMMON PLEAS, ST. LOUIS, MISSOURI.

RECORDED ON PAGE ONE AND REAR OF OFFICE OF CLERK, ST. LOUIS, MISSOURI.

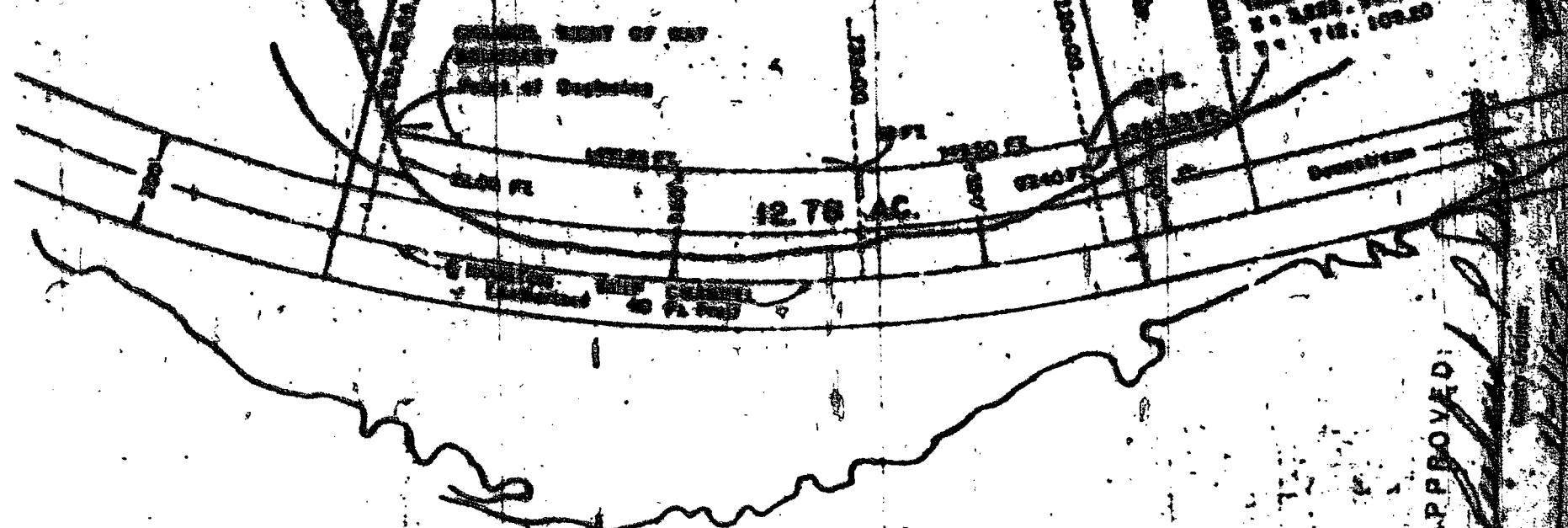
1948

Return to
L.M.C. Supp. 2 Wm S.
S.O. Calif Regy
1948



PORT ARTHUR
1700 miles

U.S. MILITARY RESERVATION
SAN JACINTO ORDNANCE DEPOT



8001-15-221



800-10-21

U.S. MILITARY
SAN JACINTO

RESERVATION
ORDNANCE DEPOT

MAP OF
ARMED FORCES
RESERVATION
ORDNANCE DEPOT
SAN JACINTO, TEXAS

0701-16-221

APPROVED

